

possible to surround a single family dwelling or apartment on both sides with parking lots. It is staff's assessment that such development can break up an established residential neighborhood. Moreover, such development is not conducive to residential living. As such, off-street parking lots should be adjacent to the commercial, industrial or institutional use for which they serve.

Staff would carefully review a conditional use permit in which the proposed commercial off-street parking lot was not abutting the use in which it serves.

Permitted Use

One of the major issues with the establishment of an off-street parking lot is how it is used. Businesses have used the parking lots to store operable and inoperable vehicles on a long-term basis, store other types of goods and materials, and have used the parking lots for loading and unloading. These lots should, however, only be used for short term parking of customers and employees.

A condition could be added that employees and customers only use the proposed off-street lot for parking. The use of the parking lot for any type of storage or loading is strictly prohibited.

Hours of Operation

Currently, there are no hours of operation limitations for off-street parking lots located in the PK overlay district. There are hours of operation for adjoining commercial uses, but these uses may have extended hours that are existing nonconforming. In the evenings, the coming and going of vehicles in a residential neighborhood can cause noise, light and glare problems for the neighborhood in general and the abutting residential use in particular.

Staff could include a limitation on the hours of operation of the parking facility to minimize land use impacts. An example of the hours of operation would be from 7.a.m. to 10 p.m. seven days a week.

Safety and Security

When developing an off-street parking lot adjacent to a residential use, it exposes the residential use to safety and security issues not previously experienced.

Staff could include a condition that requires that the off-street parking lot be secured when not in use. This would prevent use of the parking lot as a staging area for burglaries of the abutting residential properties. This would also prevent dumping of inoperable vehicles on the site in the late night or early morning hours. An additional condition could also be included requiring that parking lot lighting be provided for security. The lighting, however, should be more residential in character so as to minimize impacts the abutting residential use.

Landscaping

The code requires that landscape planters be provided at the perimeter of off-street parking lots. Although a considerable amount of landscaping is required, the application of the landscaping is not spelled out as a measure for minimizing land use impacts (e.g., noise and light).

A condition could be included requiring shrubs be provided adjacent to walls as a way to minimize graffiti. More specifically, a minimum of 15-gallon screening trees would be required along the property line of an abutting residential use. Moreover, a maintenance condition could also be added to prevent the owner from trimming the trees so far back so as to defeat the purpose of the screening trees. This would help mitigate noise and light problems over time.

Maintenance

The maintenance of off-street parking lots in the PK overlay district has also been a problem in recent years. The lack of landscape maintenance and the removal of landscaping (e.g., trees and bushes) and the replacement with paving has been a continuing problem. These parking lots have also turned into depositories for trash and debris. These problems have a visual impact on the abutting commercial district in general and the residential neighborhood in particular. In this case, it is clearly the property owner's responsibility to maintain these parking facilities.

A maintenance condition could be added to require the applicant to maintain both the landscaping and the parking lot. Moreover, condition monitoring would be required which the applicant would pay for over the long term.

GENERAL PLAN

The proposed code amendment is consistent with the objectives and policies of the General Plan Land Use Element. Specifically, the proposed code amendment would require that a conditional use permit be obtained prior to the establishment of a commercial off-street parking lot in the PK district. This process would help carry out the objective and policies of the general plan in the following manner. Pursuant to Objective 5 (Character and Scale of Pasadena) preservation of Pasadena's character and scale, including its traditional urban design form and historic character, shall be given its highest priority in the consideration of future development. Further, Policy 10.3 (Business Expansion and Growth) identifies the fact that the City needs to support the continuation or expansion of existing businesses in harmony with their surroundings and provide new spaces for growth and changing business requirements. The PK district is designed to meet the growing needs of expanding commercial businesses by allowing off-street parking to be established in residential districts. It is staff's assessment however, that the current development standards do not lead to a harmonious environment between the residential district in which the PK overlay is established and the adjacent commercial district. As such, the conditional use permit process would allow each proposed off-street parking lot to be evaluated on a case by case basis taking into account the varying conditions of each commercial business and residential neighborhood. Such a code amendment would carry out the objectives of Objective 5 mentioned above.

ENVIRONMENTAL DETERMINATION

Under the current regulations, the establishment of an off-street parking lot in the PK district is subject to a building permit and would be classified as a ministerial action where no environmental review is required. The proposed code amendment would require a conditional use permit be obtained prior to the establishment of an off-street parking lot. Although the proposed code amendment is a discretionary action, the proposed action would be a minor change to the text of the zoning code and not subject to the California Environmental Quality Act (CEQA).

WORKLOAD IMPACT

It is anticipated that the approval of this zoning code amendment will generate one to two applications a year. This will not be a major impact on the Planning Division workload and this additional work will be absorbed into the current work program.

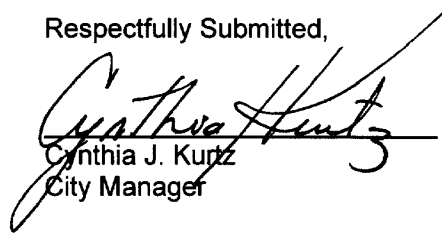
IMPACT ON CHILDREN, YOUTH AND FAMILIES

Currently, the code does not require a conditional use permit for the establishment of off-street parking lots in the PK overlay district. Since the PK overlay is located in residential districts, off-street parking lots could have a direct impact on the quality of life. Requiring a conditional use permit is the appropriate mechanism for evaluating potential land use impacts and ensuring that the quality of life in residential districts is maintained. As such, the proposed zoning code amendment should maintain the quality of life for children, youth and families.

FISCAL IMPACT

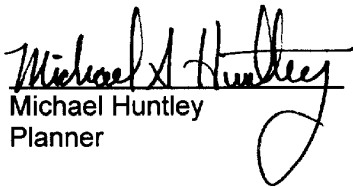
It is not anticipated that the approval of this zoning code amendment requiring a conditional use permit to establish an off-street parking lot in the PK overlay district will have a significant fiscal impact. It is anticipated that the City will receive one to two applications a year, generating approximately \$4,105.00 in fees.

Respectfully Submitted,



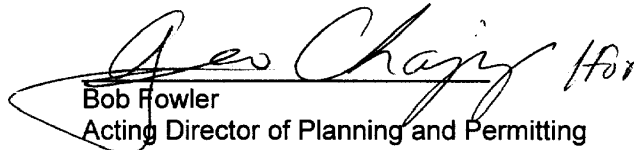
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